

## Pekin Public Hearing

### **Director Stout reading a letter from Judie Noyes:**

Thank you for the opportunity of community input that regards to traffic safety. I regret having a prior commitment that will not allow for me to attend this important meeting.

My major concern is the lack of paved shoulders on highways to allow for bicycling safety. With the high price of gas, and the National concern over lack of physical exercise, I have found riding a bike to be a great way to commute to and from work, to run errands, shop and generally get around in the Pekin area. I log over a hundred miles a month, year around, so I speak from experience that our highways and roads are not biker friendly.

Thank you, sincerely, for the opportunity of community members to attend and offer input as we see things “on the street where we live.”

Best regards for a safer tomorrow,

Judie Noyes

**Lt. Elizabeth Buck (Peoria P.D.):** Again, I am with the Peoria Police Department and we have taken on two grants through the State. This is the 3<sup>rd</sup> year that we have been doing them. One of them is under the Map Grant, which is dealing with alcohol and dealing with DUIs, and if it weren't for that Grant we would be in sorry shape. Because like every agency business everywhere; people are hurting for employees, money is tight, everyone's had to cut back, and we have to do more with less. Because of these Grants

we have been able to hire people back and actually go out and attack the DUI problem, and we've been doing it pretty successfully.

I believe our other grant deals with the War Memorial Drive Corridor, we have a nearly 7 mile route known as War Memorial Drive, and we have a tremendous number of intersection accidents at these different locations. So through these Grants we are able to hire back officers. Again where we normally don't have the man power, those officers can go out and they work different areas of that War Memorial Corridor, and they are able to try and stop violators who run red lights, they will check for speeders, just normal routine traffic violations that could lead to an accident. And through these two programs we have been very successful, and our discussion today we are talking about looking at another way to try to curb our red light running situation, which is near and dear to everyone's heart; basically we would like to thank IDOT for their help.

**Sgt. Jeff Schnetzler (Metamora P.D.):** I am with Metamora. Last year was our first year with doing; we got an Image Grant from IDOT. It is basically a year long Grant; we have 2 campaigns in it where we strictly work on the seatbelts, and the other 3 campaigns that we do cover speeding and seatbelt violations. So far we have been through 2 campaigns with it. We have had really good success with it; we have also participated in doing Roadside Safety Checks in the "Click It or Ticket" campaigns. We have had good response with them; we have our compliance numbers up pretty good, and like Peoria said without having the funding from IDOT there is no way we could do it being a smaller department.

**Rob McAtee (Pekin P.D.):** Good evening, thank you all for coming. Over the last three years we have participated with IDOT and done various Grants. I was just thinking about this, we have had over 90,000 dollars total so far in Grants, and as a result from our display back here, you will see some of our graphs that we have put together. We have reduced the injury rate here in the City almost by ½, and our seatbelt enforcement has increase, but as you see the seatbelt enforcement increase, you see the number for injuries decrease. And as tax payers, and those who don't have insurance, we end up paying the bill for those that suffer injuries or fatalities. So the money that has come into the City has been put to exceptional use for increased traffic enforcement, which makes it far safer for all of us and we look forward to continuing with those campaigns.

**Officer Chris Mullens (Creve Coeur P.D.):** I have been with Creve Coeur for about a year. We do a lot of work, a lot of the Grant with everybody. We do 8 phases throughout the year. Two years ago we wrote the most DUIs per capita in the State of Illinois; it was about 200 DUIs. It works well; the guys are really excited about doing it, plus it gets a little over time a little cash in our pocket too; thanks.

**Lt. David Owen (Peoria County Sheriff's Office):** I am Lt. David Owen and I with the Peoria County Sheriff's Department. And I think last year I attended this forum, and this year I am in a little better shape then I was last year. Last year we were the focus of everyone's attention, because we were the ones who set the pace for the highest fatality rate; which was 40. And our department bore the brunt of that last year.

We took on the Occupant Protection Grants, which I believe IDOT has had very forward thinking and structuring these Grants, and communicating to the public just what we are doing out here. We took those Grants to those areas where the fatales occurred, and now our fatales have gone down. So I think the idea of just communicating to the public of some of the things that IDOT has done in the past couple years is one of the reasons it is not just throwing money at the problem and writing tickets and making everyone mad at us it's the idea that we are communicating with the public there is a problem lets do something about it prior to our bad year we had no grant money at all other then twice a year we partnered with the state police during the holiday season so that is just another key to the sensitivity of the problem if you are out there working you will get results and I thank IDOT for supporting us.

**Deputy Chris McKinney (Tazewell County Sheriff's Office):** Hello, I am Deputy Chris McKinney with the Tazewell County Sheriff's Office. I have been with the Sheriff's Office for 9 years. First of all I would like to apologize; I am not prepared with where we stand on our Grants. We have kind of had some growing pains here recently; the Captain that was taking care of that has left and went back to the military, and he retires with us in September. Captain Lower is taking over his position with Grants, but he had other commitments tonight so he couldn't be here.

As far as what we are trying to do, one of the big problems that we are getting focused on right now is teen deaths with high speed driving, alcohol involvement. I am currently looking into a program partnering up with a Trooper with district 8 State Police. We are trying to get a program that is big in the Southern States, and it's kind of slowly

making its way up here. It is kind of a neat program involving go-cart check out; where we take students, driving age students, and we put them through a process where they actually drive the go-cart, with what's called "failed vision goggles," which kind of stimulates the DUI experience for them, which ironically enough is what the program is called. We are trying to critique the program and write a syllabus for our needs in this area.

We are also looking at the speed related issues, because out of our crashes speed has been a problem in all of them, so we also want to address that problem with the kids too. So I am working with IDOT on that process of trying to get some Grant money to pay for that. I know that IDOT has helped us out immensely in the past, and we applaud their help and continue; so thank you.

**Captain Chris Jagielo (WIU P.D.):** Thank you Mike. The Police Department on Campus is approximately 25 Police Officers, and we have a Campus of about 13,000 students. Students are generally between 18-25 years old, which is if you know by now, part of the population we have the most problem with, and that Police Departments have had the most contact with. Generally they are involved with alcohol and excessive use of speed in cars and things of that sort.

When I came to the University in 1981, it was on the heels of a pretty tragic accident where the drunk driver drove over a curb into a group of students walking down the roadway. And out of that came the desire to work with IDOT, and basically we have had a Map Grant and a Lap Grant on and off for over 10 years. It is provided us the education and the funding to provide educational training, which we do on a constant

basis every year, and at the same point in time we provide the enforcement, which I think is an important component, because if you don't threaten that something bad can happen when you are driving and nothing happens because there are no police out there, basically students won't comply with that.

We are in a unique situation; a lot of these agencies if they issue a traffic ticket they get a percentage of the ticket. As far as the revenue, State Police get part, County gets part, and our Police Department gets absolutely none, so if we issue tickets it's strictly from the standpoint of making the Campus a safer place. By providing money for overtime for officers just to concentrate on traffic, it is easy for our administration to provide this service. So we have been really thankful that IDOT has provided us with that sort of money, and money for equipment that we wouldn't normally be able to afford especially with these times when the State is really tight with their money. I have a little written report if you want a copy stop by my display; thank you.

**Monica Grugett (Peoria American Red Cross):** Hello, I am Monica from the Red Cross, I am the IDOT Injury Prevention Grant Coordinator at the Red Cross, and our Grant through IDOT, and we cover many different kinds of programs. I have a display set up if anyone wants to look at it when the hearing is over. Just to mention a few we deal with: child passenger safety, bike safety, bus safety, seatbelt safety, such as classes for adults and children, buckle up with buckle bear, and safe driving and impaired driving, and a couple of the programs I just want to touch a little bit more on.

One that we have done since we have had the Grant we call, "Operation Prom Night," and what that is, is a mock crash reenactment. We stage a local High School, and

we take two cars and make them look like they have crashed together. One car has a drunk driver and a deceased girl; the other car there is an unconscious victim, and a paralyzed victim. We make all the arrangements with the local police, fire, ambulance and Coroner are involved, and it is almost like a practice for them. The students from the High School normally don't know that we are performing this reenactment until they come out to the area where we are holding it. Sometimes it is at a street in front of the school, or sometimes it is at the stadium, and we cover it up with a tarp. And after either the principal or someone gives an opening statement we pull the tarp off and it just starts like that, and a couple students acting like they are walking by call 911, and that's when all the police and fire and ambulance come up, and then it's just like a real crash. They have to use the "jaws of life" to get the injured out of the car, and the Coroner comes and pronounces the girl deceased. The first one we had this year was today, it was at East Peoria High School, there was 1200 students that came and watched it. It went very well except our sound system was a little sketchy because it was windy out. You could see in the audience the students that were affected by it; just seeing their fellow classmates in a crash such as that. Also since we have been doing these crashes since 1994 there have been no alcohol related fatalities on prom or graduation on any of the schools that have hosted these prom night reenactments, so we are really glad for that.

One of the new programs we started this year was designated driver program, which we had hoped to design a cup for designated drivers that came in with a group and proclaim themselves as designated drivers. We have two local establishments in Peoria who took these cups and handed them out to designated drivers, the Lucky Lady, who handed out 240 cups and this is only from St. Patties Day weekend threw March

Madness, so only like a two and a half week period they handed out 240 cups to designated drivers, and they got free soda or water throughout the night. And Sully's also gave out cups, and they distributed 196 cups and both want to do it next year, and they're hoping to have more publicity, more posters, more things about it, but since this was the first year it was kind of toned down a little bit until we could figure out what more to do, to help them promote designated drivers.

The other program I just wanted to talk about that we started was, we wanted to have a coloring contest for local Day Cares and Elementary Schools. And the Red Cross covers six counties, and we mailed out over 300 letters to schools and Day Cares about participating in our coloring contest. There were 4 different age groups, and basically the children had to make a picture which said something about buckling their safety belt, or being in a booster seat or a safety seat. We didn't think that we would get to many responses, because it was the first year, but we had 803 entries all together, and it took a long time to go through them. Each of the age group winners that we had got their picture turned into a poster, which I brought up here to show: this guy is only 5 years old and he is buckled up in a booster seat, and this is a girl age seven, "buckle up for love," because it was around Valentines Day that we did this, and this ones from age 10 and it just says, "Click It or Ticket." And out of the 4 age group winners, we picked one of the pictures and made a tee-shirt out of it, and gave it to the student in its class. It's really cute, it says, "Big or small wear your safety belt." So next year we are going to do this again since we got a big response. And with all the programs that we do, we are glad that IDOT gives us a chance to help the many people that we try to help; thank you.



**Patrick Collier (Safe Kid's Coordinator/ Children's Hospital):** Well I prepared a power point presentation for the sake of remedy. I will just talk about the two topics that are most important. About what I want to speak about tonight, the first is our Special Needs Program. Children's Hospital, with the help of IDOT, is able to purchase special needs seats, which some of the larger medical seats run somewhere between 200-800 dollars, and some families just aren't able to afford that. So what we do with IDOT's help is, we purchase those seats and we loan them out to families and hospitals across the State; there is no charge for the loan of these. And some parents are willing to make a donation, and we accept that, and we are able to extend these seats to other Hospitals throughout the State, and to families. Each of these seats also comes with education from a trained technician, so we are not just handing parents a seat to use without knowing how to use it.

Illinois suffers from an 80% misuse rate with car seat use and seatbelts, so by having this education we give the special needs seats where we are making sure they are getting used well. We have two brochures which I have over at our display, and you're free to pick up at the end. About the two most common special needs seat we use, one is a car bed for infants who are at low birth weight, and we see these quite a bit at Children's Hospital. And we fit 3 to 4 each week for children who are below 5 pounds birth weight, which is a typical minimum weight on car seats. The other is for the spell cast, for children who break their hips or femur, they have the full length hip cast and they aren't able to ride normally in a car seat, so we have the spell cast seat which allows them to fit in a safety seat correctly.

The other topic I want to talk about is something you may be familiar with, is the be a buckle buddy hotline that was started in 2004 with the Tazewell County Sheriff's Office. The be a buckle buddy hotline is designed so that community members can assist with reporting incidents of children improperly restrained or unrestrained in the vehicle. The way the program works is if you are in the community, and you see a child improperly restrained or unrestrained you can contact the information line which is, 1-888-800-2642, and the way that operates is you give us the information: the plate of the vehicle you saw, a description of the vehicle, and if possible the description of the incident you saw. For example a child jumping back and forth from the front to the back seat, or dancing in the back seat. And we will take that information, the Children's Hospital, and send that to the Tazewell County Sheriff's Office who will look up the address for the plates and mail them an information only packet informing them of the State law, and some of the repercussions of not buckling up your child safely. So it's a really great program, we have had a lot of success with it since its inception. We have had 719 packets sent out to people providing them with information. It is completely non-punitive, it's for educational purposes only, and we state in the packet that if you get it by mistake, share it with someone who can use it. There is no penalty for getting the packet, and that's it thank you.

**Ruth Ann Lipic (MADD):** Good evening everyone and I are glad to be here tonight to speak with you about a few things. I am a volunteer and I have been for many years, I don't know how many of you are volunteers, but it gives us a little bit more license to be a little bit freer then you might be when you are paid for what you say, and for being

here. But my concerns that I am going to talk to you tonight represent those concerns shared by thousands of MADD members across Illinois who know the pain and tragedy of drunk driving.

Why is Illinois one of the worse 15 states for alcohol related traffic fatalities? And we have the huge number of drunken driving arrests each year. Why? We need to take a more proactive stand to end the bloodshed on our highways. We need to be the pace setter State for model traffic safety standards. I have sat in many courtrooms in many adjoining counties like Woodford, McLean, Ford, Peoria, with families and survivors of violent crashes that resulted because someone was driving alcohol impaired. MADD has no boundaries when it comes to victim's support, and I want to tell you now about a Nation wide program that has just started. Get out your pen and write down, 1-800-MAD- HELP, when you come across someone who has been injured in what you might think is minor or major, or that poor mother crying because her son is laying in the emergency room tell them about MADD help. 24/7 there is a volunteer trained on duty to take that call, and speak with that person. 1-800-MAD-HELP.

Often in court rooms I see things that baffle me. The officers of the law are being tried and questioned; the passenger the family and victim are questioned intensely. The offender is often a repeater; he is calm because he knows the system. We must ensure that our, and I guess that I am speaking right to IDOT, we must ensure that our law officers, all of you each and every one of you who we respect so highly, that you have adequate training and modern high quality equipment to be better able to respond to and remove impaired motorists. MADD would like to see more funding for our law enforcement system, and ways to ensure consistent outcomes in the courtrooms. I have

heard the judge say during sentencing that nothing will bring back the lives of these two girls who were killed as young teens, nothing will bring them back, so no prison term is needed; the families were distraught, the system was weak.

General deterrence, the concept of preventing a crime before it occurs, is the most important strategy we can employ to reduce the growing number of fatal alcohol crashes. Seatbelt enforcement is of course one of these strategies. MADD believes that Illinois should take advantage of the fact that well publicized Check Points can reduce alcohol related crashes and fatalities by 18-24%. In Mclean County during role call, prior to check points, we have arranged for family members to come and talk to the officers going out. And it's 11 o'clock at night, and we will meet with you and talk about the memories of a family member that is killed; show pictures and dedicate that checkpoint to the loved one, and it's a powerful tool, and I want you to think about that. Weekends and holidays need additional attention.

I am slipping back into a memory, and I am going to tell you about it. I know what it's like to receive a telephone call at 3 o'clock in the morning on Thanksgiving night. My little granddaughter sleeping next to me, and on the other end of the phone is a crying family member in the emergency room whose 16 year old has just been pronounced dead, and there is no one to talk to this family. There is no nurse, no officer, no one to consult them, or to guide them in general, and to tell them that someone does care and they don't have to face this alone. I know what it feels like to wake up with the weight of a car on my arm. A beautiful summer night, as I lay trapped in a demolished car after it rolled 3 times upside down out in the field. The voice I heard first over my racing pounding heart was that of a police man asking if I was alright. Of course it was a

police man who is there, because you are the only ones who would do that kind of work. Just like that my three young boys almost lost their Mother, my husband almost lost his wife and my family was almost rearranged just like that. If we don't fund law enforcement with training and tools to hold each and every single driver responsible for their driving behavior, then the drunk driving carnage will continue in McLean County.

We have done for the past 11 years called "Hero's of the Highway." We contact all Police Departments and find out who has been active in their department, with law enforcement, with education, and who is committed in showing it to stopping drunk driving, and we have a big celebration of "Heroes of the Highway." It is a big media event in McLean County, and if we get 100 people in the room all law enforcement and Mayors, and it's quite a deal, and of coarse there is a free breakfast and that might contribute to it. But we are very proud of this, and it's a way to say thank you, and I want to thank you for this opportunity to express my appreciate for all the efforts that IDOT has put forth in the past year, and we hope to continue as your partner in safety in the coming years; thank you.

**Mike Staykee (ABATE):** Good evening, I am not a public speaker, I am just a president of an ABATE chapter. ABATE of Illinois would like to thank the IDOT for allowing motorcycles to participate in the development of its annual Highway Safety Plan. No one cares more about the safety of motorcycles then motorcyclists themselves, that's why we commend the Department for their efforts in Highway Safety, and ask that the following items be included in the final project. There are 5 of them: the first is accident prevention.

ABATE of Illinois would like IDOT to maintain an Accident Prevention over an Injury Reduction focus throughout their Highway Safety Plan that will benefit all road users.

Two: motorists' awareness, May is Motorcycle awareness month. Motorcyclists get out anytime even when its half way warm the driving public never sees us we come down the road like this cars and trucks come down the road like this it's hard to see and that's why you need to look.

Three: unify data collection, the ABATE supports efforts and developments of unified and consistent crash data system and collection.

Four: road environment, I don't really know if your department is part of the road environment but we need to have more details and planning of roads and road environments including those developed on community level. Road materials, barriers and shoulder conditions can be problematic for most motorists, but can become fatal for motorcyclists. I don't know if there is any of you that do ride but if you have ever been on a motorcycle on gravel it will put a very queasy feeling in your stomach.

Five: our Cycle Rider Training Program, ABATE of Illinois supports the education and training of motorcycles by supporting the following: full procreations for the Illinois Cycle Rider Training Program through, then Illinois General Assembly Budget process, the prevention of dedicated trust fund raiding, and diversions by the Governor for purposes other then original fund designations. Further funding from NITSA for the expansion of the Illinois Cycle Rider Training Program to the Federal Highway Transportation funding, and protect the exclusive rights of IDOT and the Illinois Universities, and providing wavers of license of riders who successfully pass the Illinois Riders Training Program.

ABATE of Illinois is dedicated to preserving a safe motorcycle environment. We are committed to 34,000 High School students that we teach to watch for motorcycles each year. We are committed to our own “Share the Road and Ride Responsibly” safety programs, as well as accidents seeing managements as provided by Dick “Slider” Gilmore. And we look forward to partnering with IDOT and local communities to further the development of highway safety and this and any other form. We appreciate the opportunity to be before you; thank you very much.

**Tony Busic (Goldwing Roadriders Association):** I am Tony Busic; I am the Assistant State Director for the Goldwing Roadriders Association. My guess would be that I have been riding a motorcycle for 37 years, and in those 37 years, I have had one accident and that was my first year when I thought I was Evel Knievel and I could handle it, and I found out that those two wheels will beat you up, and ever since then I have learned to be more aware of what’s going on out there.

The Goldwing organization up till a couple years ago finally realized that we have Wingers out there that are dying too and we wanted to go and get some kind of program started that would help the motorcyclists themselves and the motoring public. So we created a Mad Program Motorists Awareness Division, I am the Mad Coordinator, Mad Man they call me in the State of Illinois. With Goldwing, we have the last couple years; we have set up programs throughout the State. We have an educational program for cyclists, ERC courses, one up and two up. The two up program is very great for motorcyclists. If there are any bikers in here, I encourage them to take a two up course along with that we have first aide courses to correspond with them.

We have not gotten into the public school system yet. ABATE is doing a fantastic job on that, like I said they have been doing it for years and we are just getting started. One of my questions is how do you go about getting a Grant? I hear all these law enforcement people and other divisions getting Grants and as far as going, we are about 3,500 strong in the State of Illinois. But we are trying to get out there on our own, but it is really rough, and if we can get into a Grant program like you are talking about, we would appreciate it.

But in the future, we have a windshield wash as they call it; which is motorcycle awareness month throughout the State of Illinois. ABATE, Goldwing Touring Association, Christian Motorcycle Association, Goldwing Roadriders Association, we are all participating in this. We are covering approximately 30 Rest Areas in Illinois where we are doing windshield washes and handing out fliers and pamphlets to these people, to the motoring public as I call it. I lost a brother because of motorcycle accident, it was tough. My younger brother and I, we hung in there, and we kept on biking, and through the educational part it has really helped us along. I think that is about all I have to say, I just really want to check into these Grants and reach out and touch some people; thank you.

**Nicole Baer (Occupant Protection Coordinator):** I am one of the seven Occupant Protection Coordinators for the State of Illinois. Central Illinois has 2, and I cover 21 counties on the western side and we have a person who does 18 counties on the eastern side.



Our main focus is to work to get that seat belt usage up to 90%. We do that by working with area partners who are already doing things or may not have the resources and we can get them set up.

Some things that we have done in this area, district 8, is March Madness where we saw over 97,000 people in 4 weekends, and we really pushed the seatbelt message as long with the younger people, trying to get them to reduce their speeding. The Tazewell County Teen Conference that was held a couple weeks ago, I was part of that. As we said, Tazewell County has had a lot of fatalities and we really wanted the kids to understand that they need to buckle up, they need to not be drinking, and they need to slow it down. So we had a program there during the lunch and dinner session; that had over 200 High School students and 350 Junior High students.

We've been at the Peoria Auto Show to increase information about seatbelt usage and child passenger safety. Our main focus currently right now is getting out into the rural area, and increasing awareness on seatbelt usage. And we are doing that threw a campaign with all the coordinators throughout the State, so we have payroll stuffers going to major employers throughout the State. We have posters going to organizations and agencies throughout the State, and we had different magazines that will run articles in the Month of May focusing on seatbelt usage, and that will reach over 274,000 people through their subscribers. So we are here to assist other Grants if possible, and thank you for being here.

**Terry Kholbus (MPO):** I think it was just a little over a year ago; the Secretary was up in our office. He asked to come up and share with us his concerns about the statistics in

Peoria, and so we put together a group of local leaders and decision makers and he had a chance to make his case. And then it was May 3<sup>rd</sup> last year we were invited to the Safety Seminar that IDOT put on, and again the Secretary kind of called us out. He said, “You know, if it weren’t for the bad numbers in Peoria County, Statewide numbers would be down.” He called us out in front of the whole group of folks, and I took that pretty seriously, and we listened pretty seriously to the four E approaches that are in the Comprehensive Highway Safety Program.

And we went back to the office, and decided that we were going to have some kind of local response. And we thought that it was important, and what we put together was a mini version of the Statewide Plan; where we had a component of theirs that was going to fund some additional law enforcement effort threw the Peoria County Sheriff’s Office. That was going to tap into the Red Cross Educational Program, they have safe communities and stand that and what we thought was a constructive way.

We were going to do some things on the engineering side with our activities through the local (inaudible), the communities, the Public Works Director and the city engineers in such as that, and also an Emergency Response Component. We thought that made a lot of sense for a number of reasons, one was that IDOT can have programs but IDOT doesn’t know all the roads. And it is important that we have programs that focus on everywhere that accidents can happen. And we offer a way to get to decision makers that have jurisdiction over local roads, as well as the IDOT roads.

We also thought that it was important that we have a certain comprehensive approach that the various E components, that if you will were as much as possible, have a relationship to each other and reinforced one another.

So the first point that I want to make to you, is that if you decide that you would like to take a comprehensive and regional approach on safety, you've got a very willing partner in MPO in the tri-county area, okay. And then I will just make 3 other points really quickly.

One was as we began talking with folks about the serious numbers in Peoria County, the serious spike in Peoria County, one thing that came up to us was that it is a mistake only looking at the fatalities. An awful lot of what is up here are fatalities, but what I have heard a lot from people was, you really need to focus on serious accidents whether or not a serious accident results in fatality, is to some extent serendipitous. It relates to the age of the folks that are involved, the condition of the vehicle, and the type of vehicle, and the characteristics that are unique to the accident. And if you only look at fatalities, you will have more of a spike and add more spikes than even trends. And you will be able to detect more problems better, if you look at serious accidents, then if you focus more intently on fatalities. So that's my second point, just to take a little harder look on the serious accident category than just on fatalities.

The third point was that it was clear that we need to do a better job, and I appreciate the comments from ABATE about the data collection. There is data from what we can detect across all the jurisdictions. Everybody that is collecting data, all of the enforcement organizations, and others that get data on accidents it is not being collected in any sort of complete comprehensive way so that you can trap trends. And you can begin to know what sort of things you need to be educating people about, what sort of places you need to be applying enforcement, and what sort of engineering solutions you need to start bringing, or what sort of changes you need to make in your emergency

response situation. So my 3<sup>rd</sup> point is you need to put some more energy in, we think, a more complete data collection process.

And the last thing is that with the new highway bill. As you well know that I'm sure, there is a separate category for safety. The feds have taken safety out and funded it on its own, and put some pretty significant resources in there. And we are anxious to see what IDOT comes up with in terms of programs to use that money, and we hope that it gets focused on new safety programs compared to just getting used to fund existing activities, because we certainly want to see the Department and the Secretary achieve their goals in getting those fatalities down and getting those serious accidents down, and I appreciate the opportunity to share those views.

**Dale Kuntz:** I am an older man here, and I am speaking to a younger generation, and I will tell you one thing that you forgot to do tonight is applaud the speakers when they give a good speech. Let's hear it for everybody who gave a speech up here tonight. That is the way we used to do it and that's the way you should do it.

I used to teach school, and I taught physics to 8<sup>th</sup> graders. It wasn't too difficult for me, I would get a cigar box, and I didn't smoke the cigars, even though there wasn't any no smoking laws of that time, but I got an empty cigar box, and I was talking to these people about inertia. And you can do the same thing, it's very simple, you take an empty cigar box,, you take a marble, and you put it in the empty cigar box, and you close the lid, and then you shake the cigar box, and it makes a sound you can hear that marble bouncing around in that box due to inertia forces. Then I take the cigar box, and I open it back up and I put the marble in there, and I tape it down with some scotch tape, and then

I picked the cigar box up again and I shake it again. And, “AH!” you can’t hear anything, there is no energy being expended against the sides of that box. And I said, “That’s why you wear a seatbelt,” and they caught on pretty fast. You can do the same thing.

I want to talk to you about kindergarten 101, at least I got it when I was in, well they didn’t even have kindergarten then, and I was in first grade. They said walk facing traffic, and I want to stress that for the Peoria people here tonight, you walk facing traffic. If you are jogging, jog facing traffic. If you are riding a bicycle, ride facing traffic. If you can’t see the car lights coming at you, you are on the wrong side of the street; that’s 101. I got that in first grade.

Another thing you have these little kids running around with these new vehicles that Wal-Mart is putting out by the thousands. They’re little plastic battery cars, or their little scooters, motorized scooters, and when a kid gets on that they got the world by the, I can’t say it. And then they get out there and they zip around, and they have a lot of fun, but they are going in front of semis. You want to talk about madness, there is madness. Go down to K-Mart, Wal-Mart, and tell those people to quit making those, or else make the parents take a course before the kid gets one. The parents will say, “Oh there is little Joey out there riding his toy, isn’t he cute.” Well he is going to be dead in a couple minutes if you don’t get that toy out of the street.

When you are driving down the road, if a hundred people come towards you on an interstate, four of those will be illegal aliens without licenses. Hey, get those illegal aliens off the road. You need to go down to the boarder, and don’t let them come across as illegal. That four people coming out of you, out of a hundred coming at you, you count the cars coming at you some day and you have already counted the four. 3 people out of

those hundred are on prescription drugs to alter their minds because they have mental problems. Something needs to be done to tune up that aspect of the driver.

And what's wrong with having safety belts on the school bus? There is nothing wrong with that. It's pretty cheap the schools busses flip over and they go down the hill. Kids need safety belts if you are not going to put them on a school bus, then don't put them in any vehicle that is produced. It starts there, it starts there, and it starts there.

Tractors that go down farm roads have to go down farm roads, but they don't have to hide on the farm road. What's wrong with putting a big tall telescope with a flashing light on the tractor so that you can see it before you ever see the tractor? Sort of like the parasol for the submarine, you can see that parasol long before you see a submarine. Well a tractor could have those things going up it, could be flashing and you don't run into the back of a tractor when you are running down the road.

T intersections, when you have a T intersection, you get a teenager that is drunk he comes to the T intersection he goes right threw that baby. Put run outs, put run outs at the end of a T intersection. Make those T intersections safe. I could do it with a back ho, it wouldn't be a problem. You don't have to have 10 years of engineering school to figure that out. You just fill up the ditch, and you make an area in front of that T where you can go out.

Hill jumpers, people get in cars and they get their cars going fast enough they can make their car jump. I know that because I used to do it as a youth. But what you need to do is get your bulldozer out there and shave that hill down, so you can't get a good jump. There are law diminishing returns in traffic safety, and you know that, and I think we are

kind of bucking up against that right now, and we are spending more money and getting fewer results, and that's a sign you are kind of getting to the threshold.

Another thing that you can do for the old timers is bring back the inter-urban trains. If old grandma Dorothy wants to go to Bloomington, she used to be able to hop on the train and go to Bloomington. But she can't do that anymore, once they shut down the inter-urban she can't do that anymore, she has to find someone to take her there, especially if they don't let you drive anymore. So give all these things consideration, and do it for me if you don't do it for anyone else, and I am a pretty important person in my own mind; thank you very much.